

**Summary Report for Individual Task**  
**011-228-2600**  
**Operate the High Powered Illumination System**  
**Status: Approved**

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**Distribution Restriction:** Approved for public release; distribution is unlimited.

**Destruction Notice:** None

**Foreign Disclosure: FD5** - This product/publication has been reviewed by the product developers in coordination with the ft, Rucker foreign disclosure authority. This product is releasable to students from all requesting foreign countries without restrictions.

**Condition:** In an OH-58A/C helicopter equipped with HPIS or in a classroom environment. Some iterations of this task should be performed in MOPP 4.

**Standard:** 1. Crew duties.a. Operate the HPIS.b. Maintain contact with the target using the HPIS.c. Maintain situational awareness.  
2. P\* willa. Maintain scan of all sectors outside the aircraft.b. Maintain aircraft clearance.3. P will maintain observation with TIS if P\* performs observation with the HPIS.

**Special Condition:** None

**Safety Risk:** Low

**MOPP 4:** Sometimes

Task Statements
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**Cue:** None

**DANGER**

None

**WARNING**

None

**CAUTION**

None

**Remarks:** None

**Notes:** None

## Performance Steps

### 1. DESCRIPTION:

#### a. Crew actions.

(1) The P\* will remain focused outside the aircraft throughout the maneuver. The P\* has primary responsibility for obstacle and aircraft avoidance, and positioning the aircraft to maintain contact with the target. If the P\* is operating the HPIS, he must maneuver the aircraft as necessary to maintain contact with target.

(2) The P is responsible for assisting the P\* with navigation, obstacle and aircraft avoidance, and assisting the P\* in maintaining target contact. If operating the HPIS the P must direct the P\* as necessary to maintain observation on the target with the HPIS.

(3) When the P\* is operating the HPIS and the P is operating the TIS, the P\* is responsible for; navigation, obstacle and aircraft avoidance.

#### b. Procedures.

(1) Acquire the target. Locate and identify the target. Maneuver the aircraft as necessary to place the HPIS on the target.

(2) Maintain target observation. Characteristics of the target should be noted early in the observation to aid in maintaining contact with the target. Appropriate altitude and lateral separation will vary greatly depending on the target's environment and the threat. Urban operations may require closer proximity to the target than remote or rural observation.

(3) Maintain situational awareness. The crew must maintain situational awareness. General aviation traffic remains a hazard and must be "seen and avoided." The crew must remain alert to changes in weather conditions and airspace.

(4) Correctly perform crew coordination actions. Communication among crew members is the key to success for all HPIS operations. The high P\* workload in this task cannot be safely accomplished without effective cockpit communication and assistance from the P. It is likely that neither the P\* nor the P on TIS will be able to maintain contact with the target without communicating and coordinating their actions, one of the two crew members should have contact with the target at all times.

### 2. NIGHT OR NIGHT VISION GOGGLE CONSIDERATIONS: Apply common considerations.

Note: The P\* should refrain from fixating on the illuminated target during HPIS operations.

Note2. Position the HPIS to reduce glare in the cockpit.

Note3. Refer to current AWR for operational restrictions.

(Asterisks indicates a leader performance step.)

### Evaluation Guidance:

Evaluation will be conducted in the aircraft.

### Evaluation Preparation:

Training will be conducted in the aircraft or academically.

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. Operated the HPIS.			
2. Maintained contact with the target using the HPIS.			
3. Maintained situational awareness.			
4. Maintained scan of all sectors outside the aircraft.			
5. Maintained aircraft clearance.			
6. maintained observation with TIS if P* performs observation with the HPIS.			

**Supporting Reference(s):** None

**Environment:** Environmental protection is not just the law but the right thing to do. It is a continual process and starts with deliberate planning. Always be alert to ways to protect our environment during training and missions. In doing so, you will contribute to the sustainment of our training resources while protecting people and the environment from harmful effects. Refer to FM 3-34.5 Environmental Considerations and GTA 05-08-002 ENVIRONMENTAL-RELATED RISK ASSESSMENT.

**Safety:** In a training environment, leaders must perform a risk assessment in accordance with ATP 5-19, Risk Management. Leaders will complete the current Deliberate Risk Assessment Worksheet in accordance with the TRADOC Safety Officer during the planning and completion of each task and sub-task by assessing mission, enemy, terrain and weather, troops and support available-time available and civil considerations, (METT-TC). Note: During MOPP training, leaders must ensure personnel are monitored for potential heat injury. Local policies and procedures must be followed during times of increased heat category in order to avoid heat related injury. Consider the MOPP work/rest cycles and water replacement guidelines IAW FM 3-11.4, Multiservice Tactics, Techniques, and Procedures for Nuclear, Biological, and Chemical (NBC) Protection, FM 3-11.5, Multiservice Tactics, Techniques, and Procedures for Chemical, Biological, Radiological, and Nuclear Decontamination.

**Prerequisite Individual Tasks :** None

**Supporting Individual Tasks :** None

**Supported Individual Tasks :** None

**Supported Collective Tasks :** None